Camden Town station redevelopment

Camden Town needs a new Underground station which fully meets the demands of a modern integrated transport system.

CAMDEN TOWN STATION
Tickets
Tickets
Tickets

Introduction

Camden Town needs a better Underground station which fully meets the demands of a modern integrated transport system. The existing station dates back to 1907, and is inadequate to cope with large volumes of customers or provide good accessibility for the whole community. By 2011, the Northern line's signalling and control systems will have been upgraded to run more frequent trains and reduce customer journey times. These service improvements mean that stations such as Camden Town urgently need to be modernised to deal with the expected increase in customer demand.

In December 2000, London Underground applied to Camden Council for planning consent to build a new Camden Town station, together with a residential, retail, leisure and office development above the station. London Underground carried out extensive consultation on its proposals, from which concerns arose about certain aspects of the scheme - most notably the scale and design of the above station development. The Mayor of London, acting in his strategic planning role, made it clear that he would direct Camden Council to refuse planning consent. As a result, this scheme was not progressed. London Underground then undertook a thorough review of the project in consultation with Camden Council, Transport *for* London and the Greater London Authority. A revised scheme emerged from this review designed by Infraco JNP Ltd and the architectural practice of Jestico + Whiles, which London Underground and others believe offers significant improvements over the previous design.

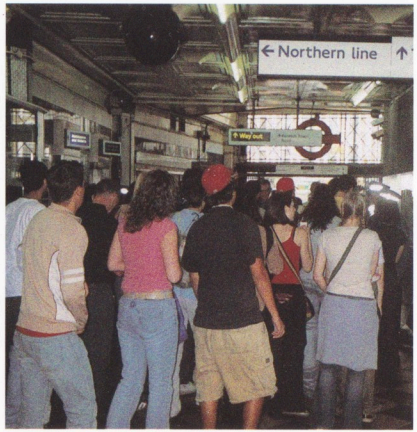
London Underground is now seeking your views on its new proposals, which are being re-submitted to Camden Council for planning and Conservation Area Consent. An application for construction powers is also being made under the provisions of the Transport and Works Act 1992.

LEFT
Computer-generated impression of the new pedestrian street and station entrance

The existing station

Camden Town station occupies a key location at the junction of the City, Charing Cross, Barnet and Edgware branches of the Northern line. Approximately 23 million customers a year use the station, of whom around 7 million are interchanging between the four platforms. Customer numbers are predicted to rise by 20% over the next twenty years. Camden Town station will not be able to accommodate an increase of this magnitude without comprehensive reconstruction.

London Underground is unable to offer a standard of service at Camden Town which it would like to provide to its customers. All areas of the station suffer from severe congestion at peak periods, and its operation requires intensive management by staff. The station has to operate an exit-only policy at certain times and is also subject to unscheduled closures. The problems at Camden Town station can be summed up as follows:



ABOVE Existing Camden Town station

- **ticket hall has inadequate space for customers and insufficient escalators to deal with customer demand;**
- **narrow and confusing platform access and interchange passages and inadequate platform capacity;**
- **no step-free access for mobility impaired people, or those with small children or luggage;**
- **station structure is in a poor condition.**

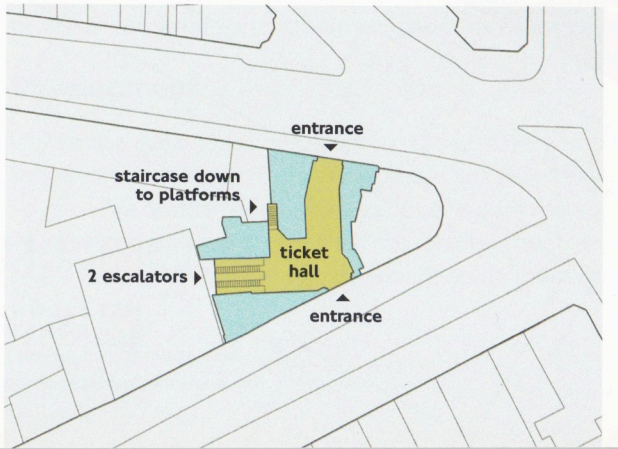
The need for a new Camden Town station

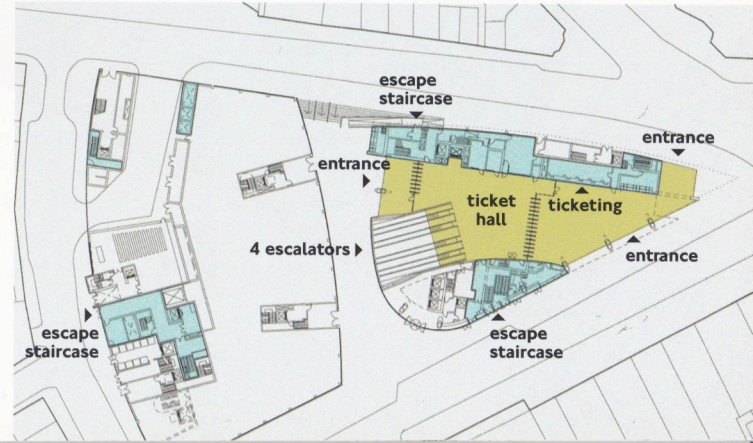
The redevelopment of Camden Town station is being driven by the public transport requirements for a spacious, modern station that is fully accessible. London Underground has looked at many alternative schemes, but the small size and poor condition of the existing station means that overhauling it would not bring it up to current standards. Both the station building and the equipment within, are at the end of their useful lives and need to be completely replaced. London Underground has therefore decided to construct what is essentially a new station linked to the existing Northern line platforms and tunnels. The objectives of the new station would be to:

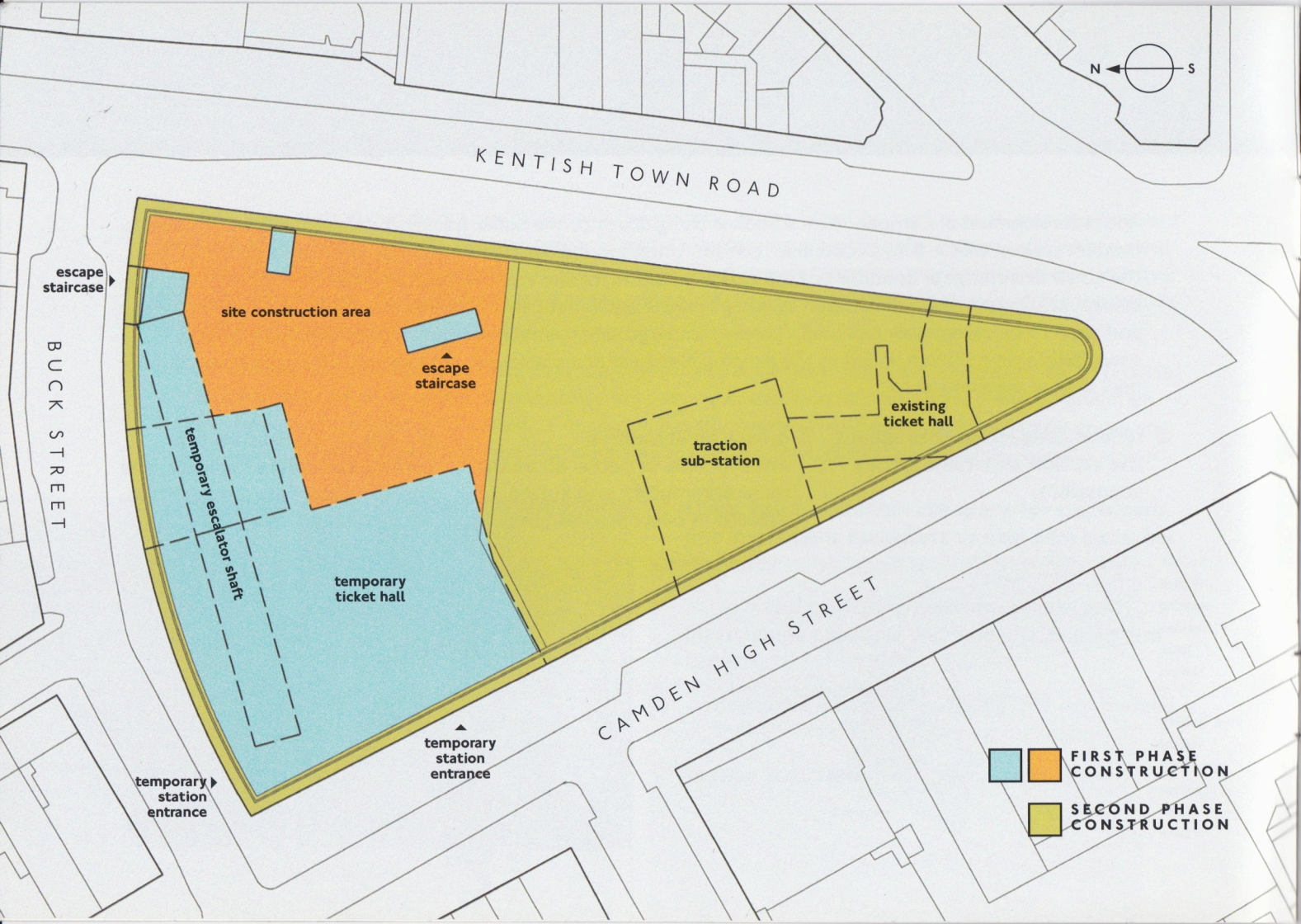
- **relieve congestion throughout the station and make it fully accessible;**
- **create an attractive environment to better serve the local community and support growth in customer demand;**
- **provide up to date station control and safety facilities, and improved staff accommodation.**

RIGHT Plan of existing Camden Town station

FAR RIGHT Plan of proposed Camden Town station






KENTISH TOWN ROAD
BUCK STREET
CAMDEN HIGH STREET
N
S
escape staircase
site construction area
escape staircase
temporary escalator shaft
temporary ticket hall
traction sub-station
existing ticket hall
temporary station entrance
temporary station entrance
FIRST PHASE CONSTRUCTION
SECOND PHASE CONSTRUCTION

The site

In order to construct the new station, while keeping train and station services operational for customers, London Underground would need to use the whole 'triangular' area between Camden High Street, Kentish Town Road and Buck Street, which means that all existing buildings would have to be cleared from the site. As this site lies within the Camden Town Conservation Area, London Underground has to submit proposals for replacing the demolished buildings, hence the proposed mixed-use development above the new station.

Temporary station

At the start of construction, a temporary station would be built on the corner of Camden High Street and Buck Street to link in with the new station's low level concourses and platform access passages. The greater capacity of the temporary station would provide some interim improvement to the problems of congestion, as it would have a fixed staircase between two escalators and the ticket hall would be twice the size of the existing ticket hall. Once the temporary station is operational, the existing station building would be demolished to allow construction of the permanent new escalator shaft and ticket hall.

Development

Unlike the previous scheme where the station and development formed a single unit across the whole site, the revised scheme incorporates open space in the form of a pedestrian 'street' which splits the site north-south. The station with offices above, would form a self-contained building at the southern apex of the site. At the northern end of the site, the development would include four blocks of residential flats above ground-level retail on Camden High Street, Kentish Town Road and the new pedestrian street.

LEFT
Plan showing site required for construction of the temporary and permanent new station

The new Camden Town station

A spacious ground level ticket hall with two entrances onto Camden High Street and the new pedestrian street would be built over the site of the existing station. Ticketing facilities would be located alongside Kentish Town Road and there would be a travel information office on Camden High Street. There would also be a fully accessible public toilet within the ticket hall.

From the ticket hall, two lines of automatic ticket gates would lead to a bank of four escalators housed in a large teardrop shaped atrium. At the bottom of the escalators there would be a large new concourse and the northbound platforms. Short stairs (and possibly escalators) would lead down to the lower concourse and southbound platforms. A sixteen person lift equipped with handrails and Braille tactile control push buttons would take customers from ticket hall to platform levels, and all platforms would be made fully accessible. A second staff-operated lift would be made available to customers if the main lift was out of order.

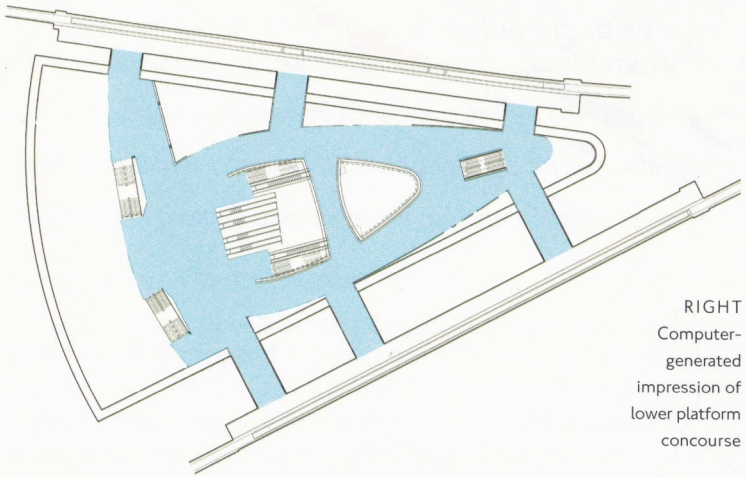
The layout of the new station is designed to minimise walking distances, and additional space with clear signage and train service information would make wayfinding for customers easy. The station would be brightly lit and have attractive hard-wearing finishes.

The safety of customers and staff is of paramount importance to London Underground. The new station would have two fire-proof lift/staircase cores and a protected staircase for escape and access by the emergency services. The station control room would overlook the ticket hall, and CCTV monitored by station staff and by the British Transport Police would cover all public areas of the station.

The following features are planned for the new station:

- ground level ticket hall with expanded ticketing facilities and two entrances directing customers south to Camden Town centre or north to Camden Lock;
- four new escalators and a lift, large lower concourses and new platform access passages;
- full monitoring for safety and security and dedicated means of emergency access and escape;
- clear signage and wayfinding for customers in a brightly lit and spacious station.

RIGHT
Shaded area indicates the extent of the new station's lower concourse and platform access passages



RIGHT
Computer-generated impression of lower platform concourse

LEFT

Plan showing transport interchange improvements and pedestrian flows

Transport interchange

Camden Town is already an important interchange between buses and the Underground. The new pedestrian street would provide additional circulation space for people using the station and interchanging between bus services on Camden High Street, Kentish Town Road and Camden Road.

As part of the review of the Camden Town station redevelopment project, Transport *for* London looked at ways of improving interchange between different modes of public transport and pedestrians. As a result of its study, the following recommendations have been incorporated into London Underground's revised proposals:

- **pavement on Kentish Town Road adjacent to the station would be widened to give more space to pedestrians, especially those waiting for buses;**
- **bus stops on Camden High Street and Kentish Town Road would be extended, and the existing lay-bys filled in to allow buses easier entry into traffic flows, bus stop shelters to be provided;**
- **taxi rank and cycle stands located close to the station on Camden High Street;**
- **new pedestrian crossing on Camden High Street adjacent to Inverness Street;**
- **motorcycle parking and disabled parking bays on Buck Street.**

Cross River Tram Scheme

Transport *for* London is proposing a tram which would link Camden Town and King's Cross with Euston, Waterloo, Peckham and Brixton. The tram's terminus could be on Camden High Street adjacent to the Underground station, and the system could be operational by 2011. The new Underground station and tram, together with London's buses and the measures proposed above, would make Camden Town a major interchange between three modes of public transport.

SALE
SALE
SALE

The development

An over station development is an integral part of London Underground's proposed scheme for Camden Town station for the following reasons:

- **the existing buildings cleared from the site to allow construction of the new station have to be replaced;**
- **the income generated by the development would offset a significant proportion of the new station's cost, increasing the resources available to invest in public transport improvements.**

It is the policy of both the Government and the Mayor of London to encourage high density developments close to good public transport links. The aim is to promote the use of public transport and reduce reliance on private cars. The Camden Town station development would fulfil this criteria, as no car parking would be provided on site, although there would be some disabled parking spaces on Buck Street.

In comparison with the previous proposals, the development has been completely re-designed and scaled down to create a more positive impact on the townscape. At the apex of the site, the station building with offices above, would be wrapped in glass, and give this key site at the heart of Camden Town a dramatic and contemporary landmark building. The residential and retail element to the north, would have glass frontages at ground level with brick and render cladding above.

The retail and residential blocks would be serviced via a managed vehicle bay accessed from Kentish Town Road, and the station and offices from a vehicle bay on Camden High Street adjacent to the office entrance and station service core.

LEFT

Computer-generated impression enhanced to show the entire Camden High Street elevation of the new station and development

The uses of the development

The uses of the development have also been changed from the previously proposed scheme. The multiplex cinema and restaurant have been omitted, but the development would still have a mix of uses in keeping with the area:

- **residential - private and affordable housing in a prime location with excellent transport links;**
- **retail - shopping at the heart of Camden's vibrant town centre;**
- **offices - employment generating workspace.**

LEFT
Computer-generated impression enhanced to show the entire Kentish Town Road elevation of the new station and development

Residential

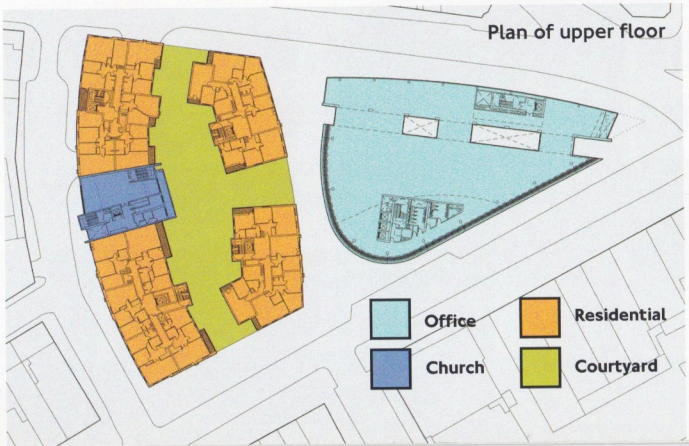
Four separate blocks containing 72 one, two or three bedroom flats would be grouped around an open landscaped courtyard. Each block would have its own entrance.
To help ease the acute shortage of affordable housing in Central London, 35% of the flats would be for social housing and 15% reserved for key workers, making a total of 50% affordable housing.

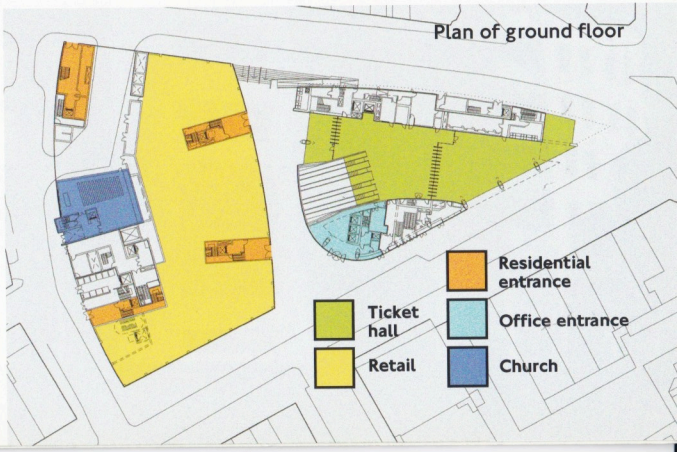
Offices

Five floors (70,000 sq ft) of office accommodation would be located above the new station with an entrance on Camden High Street. The offices could be leased to a single company or multiple occupiers. Offices would contribute to the commercial life of Camden Town during the week, rather than increasing visitor pressure at weekends.

Retail

Ground level retail units would front Camden High Street, Kentish Town Road and the new pedestrian street. The flexible area of 15,000 sq ft could be configured to form a single space, small or large units depending on the requirements of Camden Council and market conditions prevailing at the time of construction.





T rinity
U nited
R eformed
C hurch

Trinity United Reformed Church

London Underground is very much aware of the importance of the Trinity United Reformed Church. In consultation with representatives of the Trinity United Reformed Church, London Underground have reviewed the project design in order to minimise the impact of the station works on the Church. This will enable the Church to continue the services it provides to the local Camden Town community.

Unfortunately, it is still the case that the existing building would have to be demolished to enable construction of the new station's emergency access and escape core. However, it is now being proposed that at the start of construction, before demolition of the existing Church, a replacement building is constructed. This new Church would be larger than the existing building, and have outside space for the day nursery. The new building would be located in the centre of Buck Street between two residential blocks, and the detailed design and finish would be worked up in consultation with the Church's representatives.

This proposal would have the following advantages for the Trinity United Reformed Church:

- **a new building close to its existing location on Buck Street;**
- **one move only from the existing building to the new Church;**
- **an independent building on Buck Street which would give the Trinity United Reformed Church a separate identity from the rest of the new development;**
- **the new building would be "purpose built" for the multiple uses and services that the Trinity United Reformed Church currently accommodates.**

LEFT

Computer-generated impression enhanced to show the development's Buck Street elevation and the new Trinity United Reformed Church

Construction

Due to the highly complex construction issues and the need to maintain operation of the station and train services, construction of the new Camden Town station and development would take approximately seven years. The station would remain open to customers throughout construction, which would be carried out in two main phases:

- **A temporary station at the northern end of the site would be constructed using 'cut and cover' methods to excavate a deep box. The temporary ticket hall and escalator shaft, the permanent new lower concourses and platform access tunnels would be constructed from the top down, and the existing platforms refurbished. The temporary ticket hall would offer a significant improvement in terms of space and ease of use compared to the existing ticket hall.**
- **Once the temporary station is open, the old ticket hall and electrical sub-station would be demolished. Again using 'cut and cover' to excavate a deep box the permanent escalator shaft would be installed, and the new ticket hall constructed and fitted out. The over station development would be constructed concurrently with the station, and would also form part of phase two of the construction programme.**

London Underground's intention is that spoil from on-site excavations would be transported from the site by lorry to the railhead at King's Cross for transport to landfill sites.

Code of Construction Practice

London Underground will develop a Code of Construction Practice in consultation with Camden Council. This code will regulate the building contractors and cover all aspects of the construction works, including working hours, noise and dust levels, with the aim of minimising the disruption caused to the local community.

Environmental impacts

London Underground would seek to minimise the impact of the construction works on the local community, and its customers wherever possible. The entire worksite would be surrounded by acoustic hoardings, and when possible, site accommodation blocks would be located adjacent to Buck Street to provide an additional noise barrier for the Hawley Infant and Nursery School.

Environmental statement

London Underground commissioned specialist consultants ENVIRON UK Ltd to undertake a full assessment of the environmental impacts of the Camden Town station redevelopment scheme. The findings are contained in the Environmental Statement (which has been amended to reflect the revised scheme). This concluded that redevelopment of Camden Town station will yield substantial public transport benefits and help to regenerate this part of Camden Town.

A summary of the Environmental Statement is available from the Consultation Manager *(see back cover for contact details).*

FAR RIGHT
Computer-generated impression of the new ticket hall looking towards the Camden High Street entrance

London Underground is keen to ensure that the new station and development should meet the needs of its customers and serve the local community. The redevelopment of the station site would aid regeneration of the town centre, and provide a major investment in the local economy by providing additional jobs and housing.

Sustainability

The clear contribution to the sustainability of the development would be the provision of a new, safe, and efficient Underground station which would be accessible to all, and provide a vast improvement in the local public transport facilities as part of an integrated transport interchange. There would be no car parking within the development.

The development has been designed to be energy efficient. The glass cladding of the offices and station would let in natural light, and have brise-soleil for solar shading. The green roofs of the residential blocks would be planted with sedum and the courtyard landscaped. Waste would be minimised and rainwater would be re-used for sanitary purposes.

Town Centre Management

The new pedestrian street would provide additional circulation space for people using the station and waiting to meet friends. It would also act as a through-route between Camden High Street and Kentish Town Road. London Underground is very much aware of local concerns about crime and public safety around the existing station. The new station's design would aim to deter anti-social behaviour, and so enhance the comfort and security of customers and passers-by. At street level, the design of the development has been careful to avoid recesses, dirt traps, fly posting opportunities, and warm air exhausts at ground level.

Planning consent

In order to redevelop Camden Town station, London Underground will need to obtain authorisation for the works above and below ground. London Underground is therefore re-submitting applications for planning consent and Conservation Area Consent to Camden Council.

Transport and Works Act 1992

An application for construction powers under the Transport and Works Act 1992 is scheduled for late 2002, and it is likely that the proposals will be heard at a public inquiry. The First Secretary of State, Office of the Deputy Prime Minister, will then decide whether or not the redevelopment of Camden Town station should go ahead.

Consultation

Public consultation is an essential part of the planning and Transport and Works Act process, and London Underground is committed to carrying out extensive consultation on its proposals for redeveloping Camden Town station.

Concerns raised during the previous consultation exercise were addressed during the review of the project, and are reflected in the revised scheme. London Underground will continue to consult on its proposals, and will wherever possible, seek to accommodate people's concerns about the project. London Underground would welcome your support for the scheme, and is now seeking your views on what is being proposed.

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CAMDEN TOWN STATION
CAMDEN TOWN STATION
UNDERGROUND

The benefits of the scheme

LEFT
Computer-generated impression of the new Camden Town station and development at night

The redevelopment of Camden Town station is overdue and essential. London Underground believes that its proposed scheme would provide the following benefits:

- **accommodate increased passenger numbers safely without the congestion inherent in the existing station;**
- **improved public transport and interchange at Camden Town;**
- **spacious and attractive new Camden Town station to give customers the best possible service;**
- **station fully accessible to all with four escalators and a lift and larger street entrances;**
- **station and office development would be a landmark building for Camden Town;**
- **mixed-use development would provide retail, residential and business facilities for Camden Town;**
- **station redevelopment would aid regeneration of Camden Town.**

RIGHT
Computer-generated impression of new ticket hall and northern entrance

Timetable for project

Applications for planning consent	**2002**
Transport and Works Act application	**2003**
Public inquiry	**2003**
Decision by Secretary of State	**2004**
Start of construction	**2004**
Temporary station opens	**2006**
Station completed	**2011**
Development completed	**2012**

For further information:

If you require further information, or would like to express your views on London Underground's proposals for redeveloping Camden Town station, please contact:

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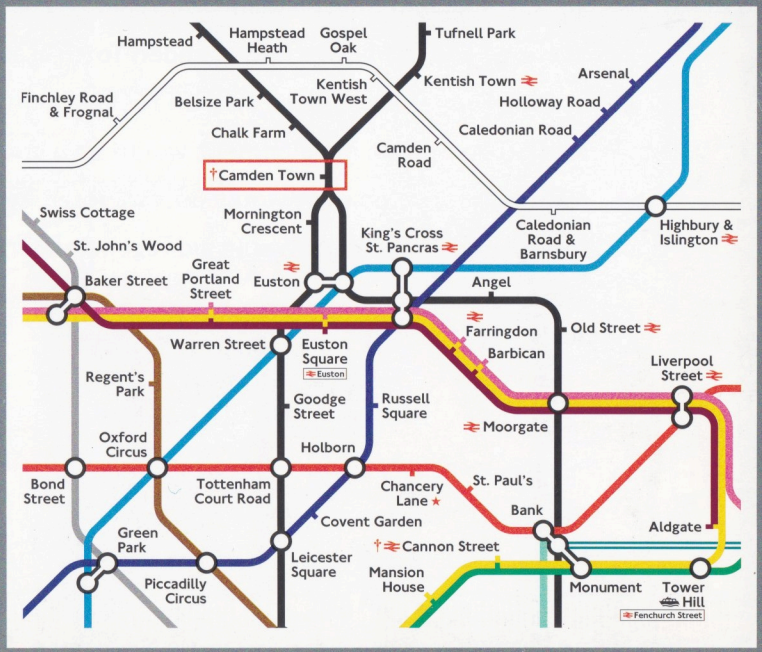
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